

12/15/2025

FOR YOUR INFORMATION

2025-319/8-32

2299133

To: Airport Manager, Daniel Oduber Quirós International Airport, Liberia,
Costa Rica MRLB/LIR), FAA (DFW- IFO)

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG,
CAPA, ICASS, ICAO, IFALPA, NBAA, NTSB, Costa Rica Civil Aviation Authority (LCAA)

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: MRLB/LIR ATC Departure Procedures

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2299133

DATE / TIME

Date of Occurrence 202510
Local Time Of Day 0601 to 1200

PLACE

Locale MRLB.Airport
State FO
Altitude - AGL 0

ENVIRONMENT

Flight Conditions IMC
Weather Rain

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground MRLB
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 2299133

EVENTS

Anomaly ATC Issue - All Types
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Person Flight Crew
Result - General Flight Cancelled / Delayed
Result - Flight Crew Requested ATC Assistance / Clarification

NARRATIVE 1

Before pushback, we were asked to be off the gate before XB:00 because all local ATC (Ground, Tower) would be down from XB – XB:30. We had a light load so we pushed at XA:59. Ground told us the Departure frequency and said we would be cleared to depart non-towered and that there was no traffic due for the next half hour. We completed all checks and reviewed non-towered operations in the FOM. At the hold-short, for approximately 20 minutes, we attempted to contact Departure Control on the assigned frequency, to no avail. At this stage, we were close to XB:30, so we just waited until Tower opened and we departed. Once airborne, we asked Departure if they heard our radio calls. They apologized and stated they did, but were not allowed to answer us due to them being on break.

Had we taken off, we would have been comms out over Central America with weather all around. We were ENCOURAGED by Ground to take off, even though the frequency they gave us would not respond until XB:30, and we guess they knew that too. There are no NOTAMs stating this break was taking place, and there is nothing in any company literature stating this either. There is a lot of ambiguity here. If we were airborne and were not under ATC control, what would the proper course of action have been? Return to the field (still radio silent), continue on route while scrambling to find an operating radio frequency to start communication? This would be one thing in the States, but totally different in mountainous terrain and marginal weather with marginal air traffic control.

SYNOPSIS

Air carrier Captain reported MRLB Departure did not answer the flight crew's radio calls from their position holding short of departure runway, and the flight crew waited for the Tower to open before departing.